

FOR EUROPE & AMERICA  
INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
OUTPORTS.  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
PRESS,  
which is incorporated the  
CHINA OVERLAND TRADE REPORT,  
Subscription paid in advance, \$12  
per annum. Postage to any part of  
the World, 2s.

No. 15,712 第二十七年八月一月一號

HONGKONG, THURSDAY, AUGUST 27TH, 1908. 四百九十二年八月一月一號

PRICE, \$8 PER MONTH.

WATSON'S

EFFERVESCENT  
LIVER SALT.

Highly Recommended for Biliousness,  
Sluggish Liver, Indigestion and  
Headache.

A. S. WATSON & CO.  
LIMITED,

THE HONGKONG DISPENSARY.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net \$5.50 per cask ex Factory  
In Bags 250 lbs. net \$3.45 per bag ex Factory  
SHEWAN, FOMES & CO.,  
General Managers,  
Hongkong, 25th April, 1908. a943

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.  
Have now 40,000 Cubic Feet of Cold  
Storage available at EAST POINT. Stores will  
be Open at 10 A.M. and 4 P.M. daily, Sunday  
excepted, to receive and deliver perishable goods  
G. K. HAYTON, Manager.  
Hongkong, 1st April, 1908. 43

AUTOMATIC BROWNING  
POCKET PISTOLS.

CALIBRE 7.65 mm.  
With CHAMBER for 8 CARTRIDGES  
FIRING 8 SHOTS in 2 SECONDS.  
SIEMSEN & CO.  
Hongkong, 6th March, 1907. 42

AUTOMATIC MAUSER  
PISTOLS.

CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES  
FIRING 10 SHOTS in 2 SECONDS.  
CARLOWITZ & CO. Agents.  
Hongkong, 13th March, 1907. 535

MITSU BISHI GOSHI KAISHA  
(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS of TAKASIMA,  
OCHI, HOJO, NAMAZU, SAYO,  
SHINNEW, and KANIYAMADA  
Collieries

SOLE AGENTS for  
KISHIDAKE, MIYAKE, and KIGYO-  
KOMATSU Coal.

HEAD OFFICE.—MARUNOUCHI,  
TOKYO.

BRANCH OFFICES.—NAGASAKI,  
MOJI, KARATSU, WAKAMATSU,  
KOBE, OSAKA, SHANGAI,  
HONGKONG, HANKOW.

Cable addresses for above: "IWASAKI"  
Codes, A.I., A.B.C. 5th Ed., Western Union.

AGENCIES.—

YOKOHAMA: M. ASADA, Esq.  
CHINKIANG: MESSRS. GEARING & CO.

MANILA: MESSRS. MACONBAY & CO.

For Particulars apply to

H. OISHI,  
Manager,  
No. 2 Pedder Street, Hongkong.

Hongkong, 7th August, 1908. 761

PEAK TEAMWAYS COMPANY  
LIMITED.

TIME TABLE.

WEEK DAYS

7.00 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 2.45 p.m. Every 15 minutes.

2.45 p.m. to 3.00 p.m. Every 10 minutes.

3.00 p.m. to 3.30 p.m. Every 15 minutes.

3.30 p.m. to 3.45 p.m. Every 10 minutes.

3.45 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 4.30 p.m. Every 10 minutes.

4.30 p.m. to 4.45 p.m. Every 15 minutes.

4.45 p.m. to 5.00 p.m. Every half hour.

SATURDAYS.

Extra Cars at 11.30 p.m. and 11.45 p.m.

SUNDAYS.

8.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 9.45 a.m. Every 30 minutes.

9.45 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 12.00 noon. Every 10 minutes.

12.00 noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.00 p.m. Every 10 minutes.

2.00 p.m. to 2.45 p.m. Every 15 minutes.

2.45 p.m. to 3.00 p.m. Every 10 minutes.

3.00 p.m. to 3.45 p.m. Every 15 minutes.

3.45 p.m. to 4.00 p.m. Every half hour.

SPECIAL CARS by arrangement at the Com-

pany's Office, Alexandria Buildings, Des Voeux

Road Central.

JOHN D. HUMPHREY & SON,

General Managers.

Hongkong, 9th May, 1908. 47

# Hongkong Daily Press.

ESTABLISHED 1857.

THE  
 DIRECTORY & CHRONICLE  
FOR 1908.

Complete Edition \$10.00  
Small 6.00

Orders may be sent to the  
Hongkong Daily Press Office and  
to the Local Booksellers.

## NOTICE.

THE PUBLIC, ESPECIALLY THE SHIPPING COMMUNITY, ARE HEREBY INFORMED THAT NEITHER  
J. C. LOGAN NOR LOGAN & CO..  
HAVE ANY CONNECTION WITH OUR BUSINESS  
AFOAT OR ASHORE.

## WATKINS LIMITED.

CHEMISTS AND DRUGGISTS,  
ELECTRATED WATER MANUFACTURERS,

TELEPHONE NO. 706

Hongkong, 27th August, 1908.

1918

31 Queen's Road Central.

31 Queen's Road

## INTIMATION

A. S. WATSON & CO.  
LIMITED.

ESTABLISHED A.D. 1841.

CIGAR  
MERCHANTS  
AND  
TOBACCONISTS.

Genuine

CALABASH  
PIPESBB PIPES  
B PIPES

in great variety.

## TOBACCO

John Cotton's Tobacco, Nos. 1 and 2.  
Ardath Special Mixture.  
Garrick Smoking Mixture.

All well-known brands kept in Stock.

## CIGARETTES

Garrick Cigarettes  
State Express  
State Express de Luxe  
Quo Vadis  
Bouton Rouge  
Felucca

## CIGARS

All brands of Manila Cigars kept in stock,  
in fine condition.SPECIALY RECOMMENDED—  
LOLITAS, AROMATICOS  
AND ESTRELLAS.A. S. WATSON & CO.  
LIMITED,ALEXANDRA BUILDINGS.  
Hongkong, 26th August, 1908.NOTICE TO CORRESPONDENTS.  
Only communications relating to the news columns  
should be addressed to THE EDITOR.Correspondents must forward their names and ad-  
dress with communications addressed to the  
Editor, not for publication but as evidence of good  
faith.All letters for publication should be written on  
one side of the paper only.No anonymously signed communications that have  
already appeared in other papers will be inserted.  
Orders for extra copies of DAILY PRESS should be  
sent before 11 a.m. on day of publication. After that  
hour the supply is limited. Only supplied for Cash  
Codes: A.D.C. 5th Ed. Listers.  
P. O. Box, 34. Telephone No. 12.HONGKONG OFFICE: 10A, DES VILLEUX ROAD O  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, AUGUST 27TH, 1908

It is rather more than twelve months since the Government issued its notice that all Hongkong subsidiary coinage received in accordance with law by Government Departments would be melted down and sold, so as to reduce the amount in circulation to that required by the necessities of business in the Colony. This policy has had some small effect on the subsidiary coinage, for the rate of discount on the Hongkong coins has been dropping, though the fall cannot be regarded as a heavy one. Hongkong 20-cent pieces are now quoted at \$6.30 per cent discount as against 37.78 per cent. on Chinese 20-cent pieces, and Hongkong 10-cent pieces are quoted 6.85 per cent discount against 3.40 per cent for the Chinese coin. This gradual appreciation in value of the Hongkong subsidiary coins is certainly satisfactory, but, until the Government is prepared to shut out the Chinese coin, it can benefit nobody but the Government and perhaps the money changers. The utility of the hope of getting the Chinese authorities to reduce the output of the Canton Mint is evidenced in the translation our Canton correspondent gives to-day of a communication made by the officials of the Finance Department to the Viceroy. It appears that the British Minister in Peking has again been urging on the Wai-wu-pu the necessity for temporarily stopping operations at the Canton Mint, and the report of the financial authorities of Canton on the subject is absolutely opposed to the proposal. The promise given last year that the output should be reduced by 8,000 taels

worth of subsidiary coins a month is shown to have been broken. There was, they say, a demand for these coins and they met it, despite the promise given to the British Minister; and now, in regard to Sir JOHN JORDAN's second request, the Canton financial authorities dispute His Excellency's premises in the matter and stand out against compliance with the request. It is perfectly clear, therefore, that if the subsidiary coinage evil is to be corrected in Hongkong, the Government must go the length of restricting the importation of Chinese coins, and absolutely forbidding the circulation of Chinese coins in the Colony. Merely to warn the public that Chinese coins are worth as much less than Hongkong coins is obviously insufficient while the subsidiary coinage in circulation in the Colony appears to be four-fifths Chinese. Past experience has proved how futile it would be to recommend minting with a view to providing the Colony with an adequate supply. Of the 40 million dollars worth of these coins put into circulation by the Government, enough presumably, remains somewhere to cover the need of the Colony ten times over. As far as they were issued they disappeared out of the Colony when the output of the Canton Mint was insufficient to meet the demand for subsidiary coinage in Kwangtung province; and if the Hongkong Government were still to go on minting we would not retain the coins in the Colony so long as people were left as free to utter Chinese coins as they are now.

It is clear that we cannot look for much amelioration as a result of any effort on the part of the Canton Mint authorities. Their reply to Sir JOHN JORDAN's request is a naive and instructive comment on the whole question. The controllers of the Mint take no account of the fact that the Hongkong Government has not only ceased to mint any more subsidiary coin, but is retarding and melting down what is being paid into the Treasury, in order to rehabilitate its subsidiary coinage. What the Canton authorities say is: "Our coins are demanded by the public and if we restrict the output they will draw supplies from Hongkong." Even now when the discount on subsidiary coin is as high as it is, the minting at Canton is apparently profitable, and the controllers of the Mint are evidently strongly disinclined to sacrifice the profits in the general interests of trade. They profess not to see that a depreciated coinage is a tax on trade and commerce, and they do not even recognise that depreciation is the result of over-production. So long as such abysmal ignorance prevails in regard to elementary facts like these and while the controllers of the Mint are permitted to disregard promises when it is given to a Foreign Minister, it must be confessed there is little to be hoped for by the Hongkong Government in the way of co-operation. We can hardly believe, however, that the Board of Finance in Peking will be impressed by the views advanced against the adoption of Sir JOHN JORDAN's suggestion, but, should the Board decide to temporarily stop the minting of subsidiary coins at Canton, it is to be hoped that the promise will be honourably fulfilled.

Two ranks of the police bowlers visit the bowling green at Cosmopolitan Dock on Saturday afternoon and play the home men.

The young man, McBride and Wilson, who swam from Kowloon Dock to St. Saviour's Wharf on Monday did the distance in one hour and eight minutes.

Dr. Kuhne, in the report of the Tungkuan Medical Missionary Hospital, draws attention to the abuse of opium and opium in South China. They are used as "antispasmodics" by nearly every woman.

During the six months since the conclusion of the immigration restriction agreement between Japan and America the number of Japanese emigrants to America decreased by 2,628 in comparison with that of the corresponding period of the previous year.

In the Philippines, according to the "Manila Times," a loss of pesos 616,554 must be faced by the Customs during the present fiscal year, as this represents last year's collections on opium, and at a conservative estimate this would have been the amount taken had the prohibition of the drug not been made law.

An interesting horse deal was before Mr. G. J. Saunders at the Singapore District Court, last week, when Mr. C. Franzen sued the Hon. Mr. John Anderson for \$350 for alleged breach of warranty and misrepresentation in respect of a horse. Judgment was given for the defendant with costs.

Singapore papers by yesterday's mail contain a report that the Eastern Extension Telegraph Company's cable ship Patrol is ashore near the Straits of Pusan Lant. During the past few weeks the Eastern Extension Telegraph Company have been engaged in cable work off the coast of Borneo, and the Patrol left Singapore with cables and other material aboard. What occasioned the mishap has not been disclosed.

Malaria is again prevalent on the Railways especially at Taipo. No fewer than ten European cases are at present under treatment in the Government Civil Hospital.

In the Marine Magistrate's Court yesterday before the Hon. Commander Basil Taylor, R.N., Harbour Master, Captain G. L. M. Willoughby, master of the Government steamer "Stanley" charged Rudolf Hartje, master of the German ss. "Hilary," with unlawfully allowing rabbit to be thrown from his ship at 1 a.m. on Tuesday. Defendant denied the charge, which was eventually proved, and a fine of \$30 was imposed.

The report of the Tungkuan Medical Missionary Hospital and Polyclinic for the year 1907 affords interesting reading. In April last year the work with out-patients was commenced. As many as 13,458 visits were registered giving an average of 104 patients for each of the 12 consultation days. In September the whole building was opened. 395 patients have been treated in the wards. They were under the care of Dr. Eich and Dr. Baumann. Dr. Kuhne reports on the Polyclinic and Rev. H. Kiske on the evangelistic work.

In the Japanese Department of Finance the Tariff Revision Investigation Committee is now much occupied in drafting the new Customs tariff which is to be revised in 1911. The Yomiuri has a paragraph stating that according to a member of the committee, the Treasury has no intention of raising the tariff rates in any remarkable degree. In fact, the new tariff rates will be fixed on the basis of the tariff which was put in force in October, 1906, and which was compiled in anticipation of the forthcoming revision of the tariff in 1911. There will, therefore, be no remarkable change between the new tariff and that in force.

The police are still in difficulties over the number of undesirables who are at present being handed on to them. Yesterday 75 from Singapore, sent or by the Indo-China authorities for non-payment of poll tax and other police reasons, and four from Singapore were escaped on the Station Compound in addition to 27 remaining of the big batch whose arrival we chronicled two days ago. It was a curious sight to see them being fed yesterday. A Scotch policeman, whistling a Gaelic air, went amongst the crowd distributing chop sticks while the chow was brought along in baskets and dispensed by the men in charge. Several women and children were among the number, but like the men, they seemed practically impervious to the inconveniences of the weather.

An interesting story of how a drunken man was responsible for the discovery of a thief was told at the Police Court yesterday. Coming down Lascar Road one night this week in an intoxicated condition he espied a man carrying a parcel which contained underclothing. Not knowing what he was doing the drunken man stopped the other and demanded, "halves." Naturally the other declined and a district watchman, hearing the demand for halves, thought that it was a case of thieves having taken out and promptly arrested both and took them to the Police Station. There it was ascertained that the clothing had been obtained on a forged order and another man was arrested. The drunken man was charged with being drunk and incapable and the other two having to meet a charge of obtaining goods by false pretences.

An interesting point is raised in the report of the Tungkuan Medical Missionary Hospital. Dr. Kuhne remarks "it is much to be desired that we may find missionaries know more than we usually do about the Chinese art of healing. If we cannot lose much time over their complicated and groundless theories, let us at least know the names and the action of the drugs they have used for thousands of years. A well-educated Chinese pondering over this said that the 'utter' neglect of their drugs was a great obstacle to their accepting ours. I know the reply which will be given me, 'How can we use drugs the action of which we ignore?' Could not the Medical Missionary Association in Shanghai undertake the systematic study of the most important drugs? If nobody be found, could not the association, as such, send an appeal to any scientific body at home or in America trying to find some pharmacologist ready to spend some years doing research work? If nobody comes we can at least send plants and specimens home asking for communications?"

Dr. Kuhne, in the report of the Tungkuan Medical Missionary Hospital, draws attention to the abuse of opium and opium in South China. They are used as "antispasmodics" by nearly every woman.

During the six months since the conclusion of the immigration restriction agreement between Japan and America the number of Japanese emigrants to America decreased by 2,628 in comparison with that of the corresponding period of the previous year.

In the Philippines, according to the "Manila Times," a loss of pesos 616,554 must be faced by the Customs during the present fiscal year, as this represents last year's collections on opium, and at a conservative estimate this would have been the amount taken had the prohibition of the drug not been made law.

A slight depression is moving Eastwards in the N.E. part of the Sea of Japan. Pressure remains high over the Pacific to the E. of Japan. Moderate S.W. winds may be expected in the Formosa Channel and moderate variable winds along the Northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.14 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood: Variable winds, moderate, then showers.

Formosa Channel: ... ... ... S.W. winds, moderate.

South coast of China between Hongkong and Lantau: Same as No. 1.

South coast of China between Hongkong and Hainan: Same as No. 1.

\* Hongkong and Hainan: Same as No. 1.

Malaria is again prevalent on the Railways especially at Taipo. No fewer than ten European cases are at present under treatment in the Government Civil Hospital.

In the Marine Magistrate's Court yesterday before the Hon. Commander Basil Taylor, R.N., Harbour Master, Captain G. L. M. Willoughby, master of the Government steamer "Stanley" charged Rudolf Hartje, master of the German ss. "Hilary," with unlawfully allowing rabbit to be thrown from his ship at 1 a.m. on Tuesday. Defendant denied the charge, which was eventually proved, and a fine of \$30 was imposed.

The report of the Tungkuan Medical Missionary Hospital and Polyclinic for the year 1907 affords interesting reading. In April last year the work with out-patients was commenced. As many as 13,458 visits were registered giving an average of 104 patients for each of the 12 consultation days. In September the whole building was opened. 395 patients have been treated in the wards. They were under the care of Dr. Eich and Dr. Baumann. Dr. Kuhne reports on the Polyclinic and Rev. H. Kiske on the evangelistic work.

The report of the Tungkuan Medical Missionary Hospital and Polyclinic for the year 1907 affords interesting reading. In April last year the work with out-patients was commenced. As many as 13,458 visits were registered giving an average of 104 patients for each of the 12 consultation days. In September the whole building was opened. 395 patients have been treated in the wards. They were under the care of Dr. Eich and Dr. Baumann. Dr. Kuhne reports on the Polyclinic and Rev. H. Kiske on the evangelistic work.

The report of the Tungkuan Medical Missionary Hospital and Polyclinic for the year 1907 affords interesting reading. In April last year the work with out-patients was commenced. As many as 13,458 visits were registered giving an average of 104 patients for each of the 12 consultation days. In September the whole building was opened. 395 patients have been treated in the wards. They were under the care of Dr. Eich and Dr. Baumann. Dr. Kuhne reports on the Polyclinic and Rev. H. Kiske on the evangelistic work.

The report of the Tungkuan Medical Missionary Hospital and Polyclinic for the year 1907 affords interesting reading. In April last year the work with out-patients was commenced. As many as 13,458 visits were registered giving an average of 104 patients for each of the 12 consultation days. In September the whole building was opened. 395 patients have been treated in the wards. They were under the care of Dr. Eich and Dr. Baumann. Dr. Kuhne reports on the Polyclinic and Rev. H. Kiske on the evangelistic work.

The report of the Tungkuan Medical Missionary Hospital and Polyclinic for the year 1907 affords interesting reading. In April last year the work with out-patients was commenced. As many as 13,458 visits were registered giving an average of 104 patients for each of the 12 consultation days. In September the whole building was opened. 395 patients have been treated in the wards. They were under the care of Dr. Eich and Dr. Baumann. Dr. Kuhne reports on the Polyclinic and Rev. H. Kiske on the evangelistic work.

The report of the Tungkuan Medical Missionary Hospital and Polyclinic for the year 1907 affords interesting reading. In April last year the work with out-patients was commenced. As many as 13,458 visits were registered giving an average of 104 patients for each of the 12 consultation days. In September the whole building was opened. 395 patients have been treated in the wards. They were under the care of Dr. Eich and Dr. Baumann. Dr. Kuhne reports on the Polyclinic and Rev. H. Kiske on the evangelistic work.

The report of the Tungkuan Medical Missionary Hospital and Polyclinic for the year 1907 affords interesting reading. In April last year the work with out-patients was commenced. As many as 13,458 visits were registered giving an average of 104 patients for each of the 12 consultation days. In September the whole building was opened. 395 patients have been treated in the wards. They were under the care of Dr. Eich and Dr. Baumann. Dr. Kuhne reports on the Polyclinic and Rev. H. Kiske on the evangelistic work.

The report of the Tungkuan Medical Missionary Hospital and Polyclinic for the year 1907 affords interesting reading. In April last year the work with out-patients was commenced. As many as 13,458 visits were registered giving an average of 104 patients for each of the 12 consultation days. In September the whole building was opened. 395 patients have been treated in the wards. They were under the care of Dr. Eich and Dr. Baumann. Dr. Kuhne reports on the Polyclinic and Rev. H. Kiske on the evangelistic work.

The report of the Tungkuan Medical Missionary Hospital and Polyclinic for the year 1907 affords interesting reading. In April last year the work with out-patients was commenced. As many as 13,458 visits were registered giving an average of 104 patients for each of the 12 consultation days. In September the whole building was opened. 395 patients have been treated in the wards. They were under the care of Dr. Eich and Dr. Baumann. Dr. Kuhne reports on the Polyclinic and Rev. H. Kiske on the evangelistic work.

The report of the Tungkuan Medical Missionary Hospital and Polyclinic for the year 1907 affords interesting reading. In April last year the work with out-patients was commenced. As many as 13,458 visits were registered giving an average of 104 patients for each of the 12 consultation days. In September the whole building was opened. 395 patients have been treated in the wards. They were under the care of Dr. Eich and Dr. Baumann. Dr. Kuhne reports on the Polyclinic and Rev. H. Kiske on the evangelistic work.

The report of the Tungkuan Medical Missionary Hospital and Polyclinic for the year 1907 affords interesting reading. In April last year the work with out-patients was commenced. As many as 13,458 visits were registered giving an average of 104 patients for each of the 12 consultation days. In September the whole building was opened. 395 patients have been treated in the wards. They were under the care of Dr. Eich and Dr. Baumann. Dr. Kuhne reports on the Polyclinic and Rev. H. Kiske on the evangelistic work.

The report of the Tungkuan Medical Missionary Hospital and Polyclinic for the year 1907 affords interesting reading. In April last year the work with out-patients was commenced. As many as 13,458 visits were registered giving an average of 104 patients for each of the 12 consultation days. In September the whole building was opened. 395 patients have been treated in the wards. They were under the care of Dr. Eich and Dr. Baumann. Dr. Kuhne reports on the Polyclinic and Rev. H. Kiske on the evangelistic work.

The report of the Tungkuan Medical Missionary Hospital and Polyclinic for the year 1907 affords interesting reading. In April last year the work with out-patients was commenced. As many as 13,458 visits were registered giving an average of 104 patients for each of the 12 consultation days. In September the whole building was opened. 395 patients have been treated in the wards. They were under the care of Dr. Eich and Dr. Baumann. Dr. Kuhne reports on the Polyclinic and Rev. H. Kiske on the evangelistic work.

The report of the Tungkuan Medical Missionary Hospital and Polyclinic for the year 1907 affords interesting reading. In April last year the work with out-patients was commenced. As many as 13,458 visits were registered giving an average of 104 patients for each of the 12 consultation days. In September the whole building was opened. 395 patients have been treated in the wards. They were under the care of Dr. Eich and Dr. Baumann. Dr. Kuhne reports on the Polyclinic and Rev. H. Kiske on the evangelistic work.

The report of the Tungkuan Medical Missionary Hospital and Polyclinic for the year 1907 affords interesting reading. In April last year the work with out-patients was commenced. As many as 13,458 visits were registered giving an average of 104 patients for each of the 12 consultation days. In September the whole building was opened. 395 patients have been treated in the wards. They were under the care of Dr. Eich and Dr. Baumann. Dr. Kuhne reports on the Polyclinic and Rev. H. Kiske on the evangelistic work.

The report of the Tungkuan Medical Missionary Hospital and Polyclinic for the year 1907 affords interesting reading. In April last year the work with out-patients was commenced. As many as 13,458 visits were registered giving an average of 104 patients for each of the 12 consultation days. In September the whole building was opened. 395 patients have been treated in the wards. They were under the care of Dr. Eich and Dr. Baumann. Dr. Kuhne reports on the Polyclinic and Rev. H. Kiske on the evangelistic work.

The report of the Tungkuan Medical Missionary Hospital and Polyclinic for the year 1907 affords interesting reading. In April last year the work with out-patients was commenced. As many as 13,458 visits were registered giving an average of 104 patients for each of the 12 consultation days. In September the whole building was opened.

## JAPAN.

[FROM OUR CORRESPONDENT.]

## THE VALUE OF GOOD RELATIONS.

TOKYO, August 14.

The papers voice the greatest satisfaction over the conciliatory attitude of Russia in connection with the "Miyu Maru" affair, and accept this as one good result of the present cordial relations between Russia and Japan. The facts of the case are remarkable and one can easily understand such an incident leading to very serious trouble. The "Miyu Maru," a deep sea fishing vessel, was overhauled by a Russian patrol boat off the Siberian littoral. The Russians maintained that the Japanese were out of bounds, and, if not actually poaching, either had been or would be engaged in that work. They then appear to have treated the Japanese without any consideration, disposed of the stores and cargo in the vessel, seized the ship and placed the crew under arrest. Subsequently a number of the crew were marched under guard to the prison at Nicolaevsk, and it was on this journey that the most serious part of the affair took place. The whole district of Nicolaevsk is under martial law, and offences which would be considered minor in a well governed country are treated more seriously in this military governed district. One of the Japanese prisoners was caught walking on the sidewalk, the roads being very bad, but this privilege not being permitted prisoners, he seems to have been roughly treated by the guard. This provoked an outcry, also a Japanese, but whether a prisoner or not, is uncertain, to throw a stone at the commander of the guard, which injured the guard on the head. For this offence six of the prisoners were tried by court-martial and in the summary manner of those courts, sentenced to death. Japan at once protested and the question was quickly brought forward at St. Petersburg, with the probable result that everything will be settled amicably.

## GENERAL FUKUSHIMA IN CHINA.

Lieutenant-General Fukushima, who in this country has had charge of the training of Chinese military students, has just returned from a visit to China, where he has spent several weeks in a lengthy tour. The general refused to "talk" on military matters to a press representative, but he related an interesting experience which, he hopes, will be digested by the students in this country. Whilst at a point somewhere between Peking and Hankow on the railway the General was delayed by an interruption on the line caused by floods. At this small out-of-the-way station he was surprised at being accosted by some young men of his own nationality, who were students at Shanghai. It was the example of patriotism and determination that these students show that the General would impress upon the stay-at-homes. It appears that the young men are at school in Shanghai with the object of getting a commercial training that will fit them for a business life in China. Instead of spending the summer vacation in slothful ease at home, they dressed themselves out as natives of the Middle Kingdom and so went abroad in the interior studying the people and the products of different districts.

## THE SUMMER RAINS.

After the wet season we invariably get it-wet here. What is officially considered as the wet season is not generally remarkable for a heavy rainfall, but you can rely upon it in August, especially if you are out for a holiday. It has now been raining with more or less severity for a week past. A walk through the country reveals more upon acres of ruined vegetables, but unless the rainfall is exceptionally severe, leading to extensive floods, as last year, the rice does not suffer much. Talking about rain reminds one of Dr. Kock, who seems to have had by no means a pleasant stay in this country. At Nikko he and Mrs. Kock had to hurry back to the refuge of the Imperial Hotel, Tokyo, because the weather conditions in the famous resort were more Arctic than congenial to persons born in the temperate zone. Visitors to Japan will generally be disappointed at this season, for the weather is unsettled. By far the best time of the year for a trip is in the spring and autumn, say the months of March, April, and May and October, November, and December.

## POPULARISING FUJI.

It is likely that ten years hence thousands will be going up mount Fuji where scores do the journey to-day. There are all sorts of schemes in the air for making the mountain attractive to tourists as distinguished from those who delight in ascending the mountain in the good old way, accepting the little hardships of the climb as part of the pleasure that gives rest to the experience. The most important scheme is the electric railway idea, but whether this could be made to pay is a moot question. The mountain is only open about six weeks of the year, and even if the line was most busily occupied at this period it would give very little return in the capital invested. But if it were state-owned such a line would confer a great benefit, financially on the surrounding districts. Then there is the question of hotel accommodation at the base and on the mountain slopes. There is no doubt that the authorities desire to make things easy for the mountaineers. This year the innovations on the summit include a post office, telephone and telegraph, with rooms for foreign guests at the eighth station, about 10,000 feet up. Latest reports from the mountain show that lots of the climbers, including foreigners, were caught in a rain storm, when the wind howled as it can only do on the slopes of the grand mountain. These storms come suddenly, and what would happen in such an event to an electric car full of cheap trippers can be left to the imagination.

## IMPORTANT SHIPPING CASE.

A SHANGHAI JUDGMENT AFFIRMED BY THE PRIVY COUNCIL.

The Judicial Committee of the Privy Council last month heard an appeal in the case of Fong Tai & Co. v. Buehler & Co.

This was an appeal from a decree of His Britannic Majesty's Supreme Court for China and Korea at Shanghai of January 10th, 1902, in a suit in which the respondents, a German firm at Kobe and Shanghai, were defendants.

Mr. J. A. Hamilton, K.C., and the Hon.

John Mansfield appeared for the appellants;

Mr. Scrutton K., and Mr. F. D. Mackinnon

for the respondents.

The arguments were heard in May before a

Board composed of Lord Maconochie, Lord Atkinson, Sir Henry de Villiers, Sir Andrew Scoble, and Sir Arthur Wilson, when judgment was reserved.

Lord Maconochie, in delivering (for Lord Atkinson) their Lordships' judgment said the action out of which the appeal arose was in a suit brought against the steamship *Draco* under the provisions of section 5 of the Admiralty Act, 1861, which applied to Shanghai by section 100 of the China and Korea Order in Council, 1904, and sections 2 (2) and 3 (a) of the Colonial Court of Admiralty Act, 1890, to recover £2,750, with interest, for necessaries, i.e., for repairs done to stores and equipment provided for, and disbursements made on account of the *Draco* at certain ports in England, at Port Said, Aden, Colombo, Singapore, and Hongkong, at which latter ports she called on a voyage from Cardiff to Shanghai. The writ was issued and served on September 22, 1902. The ship was arrested by the marshal of the Court on November 14, 1902, and released on April 2 following. The ship not having been arrested till after the institution of the suit, section 4 of the Act of 1861 did not apply. Section 5, however, conferred on the High Court of Admiralty jurisdiction "over any claim for necessaries supplied to any ship elsewhere than in the port to which the ship belongs, unless it be shown to the satisfaction of the Court that at the time of the institution of the cause any owner or part owner of the ship is domiciled in England or Wales." Section 16 gave the jurisdiction over, amongst other things, any claim of the master of any ship for wages earned on board of her, and for disbursements made on her account. By section 8 the Court was empowered to decide all questions arising between co-owners or of any of them touching the ownership, possession, or employment, or the earnings of any ship registered at any port in England or Wales or any share thereof, and to settle all accounts outstanding, in relation thereto, and to "direct the said ship or any share thereof to be sold" and to "make such order in the premises as to it shall seem fit."

Section 25 provided that the jurisdiction conferred by the Act might be exercised either by proceedings in rem or by proceedings *in personam*. The expenditure in respect of which the plaintiffs claimed to recover might be divided into three heads, according as it took place in England, or at Shanghai, or at the intervening ports of call. The contentions put forward at the trial on the part of the defendants were apparently (1) that the plaintiff's claim was not in reality a claim for necessaries within the meaning of section 5 of the Act of 1861, but merely a claim for the balance of an ordinary mercantile account; (2) that the "removal" was required by political exigencies. A short while ago London ship-owners were much interested in the case of two Greek seamen, who could not only understand orders given in English, but could discuss them with considerable fluency in the same language. Yet those two men, in the "opinion" of two Mercantile Marine superintendents by whom they were examined, were not "safe" to be employed on British vessels.

I have just seen an interesting letter from a shipmaster showing how the test was applied in the case of his Chinese crew, several of whom have been with him over twelve months, and were it not needless to say, rejected. With regard to this rejection, the master not un-naturally remarks, "This seems rather strange as they have been aboard the vessel so long and during our stay on the I. Man Coast I was several times congratulated by the Bengal pilots on the excellent manner in which the vessel steamed and down the river." The master says, "There were several questions asked them in the Shipping Offices not relative to a knowledge of English in understanding the word of command. For instance, 'Where is Hopewell Cape?' (I might mention that Hopewell Cape is not on the latest Admiralty chart.) 'For how many years can the captain keep you on these waters?' 'What is meant by mutually assuring in the duties of the ship?' 'For what offence can the captain fine you?' I wonder if the Assistant Secretary of the Marine Department, even with the assistance of the Nautical Adviser and the Solicitor to the Board of Trade, would have emerged successful from such an examination. It is, of course, ridiculous to pretend that the answers to such questions as these can afford the remotest indication as to whether or not the seaman possesses a sufficient knowledge of the English language to understand the necessary order that may be given to him in the course of the performance of his duties, which in all that the Merchant Shipping Act, 1906, requires. I am no champion of the employment of Chinese on British vessels, but the hypocrisy of the political agitation against these people, to which the Board of Trade has unblushing lent itself, is transparent.

The board of Trade has issued these further instructions to superintendents of marine offices at the principal ports in the United Kingdom. It is a very singular matter to discharge Chinese or other Oriental members of the crew of a ship when she gets to Singapore, but as she will presumably have to leave Singapore to come back to this country, "a provision is to be made for replacing the Orientals." Does the Board of Trade consider that the vessel, in addition to her foreign crew, should also carry out a navigating crew of Englishmen for the purpose of bringing the vessel home?

With reference to the instructions given in the circular minute of the 20th ult. in regard to the application of the language test to Chinese and other Oriental seamen, the superintendant is informed that the Board of Trade has had under consideration the fact that a number of Oriental seamen, many of whom were allowed to sign articles under earlier instructions relating to the language test, will be left destitute in this country owing to their being unable to pass the test or to prove that they are British subjects or inhabitants of a British protectorate.

With the object of meeting this contingency

the Board will be prepared, for a period of

three months from the date of this circular,

to consider the question of allowing Oriental seamen who cannot comply with the provisions of section 12 of the Merchant Shipping Act,

1905, to be shipped on vessels going to

Singapore or places eastward of that port, under the conditions laid down in the circular of the 19th

February law—that is, under headmen having a

sufficient knowledge of English, provided the

master of the ship for whom the men are to be

engaged gives an undertaking that the Chinese

and other Oriental members of the crew will be

discharged before the ship returns to the

United Kingdom, and also agrees to the insertion

of a stipulation to that effect in the articles

of agreement.

Any such case should be immediately reported to the marine department by the superintendant in order that the necessary instructions may be issued.

Prince Chira of Siam, Commander-in-Chief

of the Siamese Army, arrived in London last

month from Homburg. His Royal Highness

was accompanied by Major-General Phya Surasena, Lieutenant-Colonel Phya Saraporn, and Dr. Seak. On arrival Prince Chira was met by Luang Saupakith, the Siamese Charge d'Affaires, Mr. W. J. Archer, C.M.G., Counsellor, Khan Samak Maitri, an Attaché, Mr. Loftus, and a number of Siamese students. The visit of the Prince was strictly private, and he was the guest of the Siamese Charge d'Affaires.

Employers and the Terri-

Torial Scheme.

London, August 12th.

The papers are complaining of the attitude

of employers, especially in London, who

are alleged to be spoiling the efficacy of the training

of cheap trippers.

London, August 12th.



## NOTICE TO CONSIGNEES

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY

## NOTICE TO CONSIGNEES

FROM YOKOHAMA, KOBE AND SHANGHAI

THE Company's Steamship

"SILESIA." Having arrived, Consignees of Cargo are hereby informed that Goods will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 30th inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 30th inst., will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 24th August, 1908.

## THE MARATHON RACE.

The following is extracted from the *Times* report of this great race, from Windsor to London, a distance of 26 miles:-

## "CLEAR THE COURSE."

"Clear the course for the Marathon race," comes the announcement through the megaphones. A policeman is waiting at one of the gangways on the further side of the ground. There is a continual clamour of tens of thousands of people talking and shouting. The photographers are kneeling on the grass at the edge of the track waiting for whoever it may be. Most probably Hefferon, who at 21 miles is still leading, followed by Dorando. There is an indescribable thrill of excitement in the air. The judges are clustered round the tape in front of the Royal Box.

The people in the top seats at the north-east corner of the Stadium have turned round to look over Wormwood Scrubs. Twenty-four miles and still the same two leaders. The pace must have slackened. Five o'clock. They ought to be here. The sound of a rocket! Another! Suddenly at the top of the far-off stand they begin to clap; but it is a false alarm. It is a wonderful moment. All these thousands of people waiting to see one man drag his tired legs over the 200 yards of the track at the end of a 26-mile-run—the crowning moment of these great Olympic Games. Suddenly a boom, and then another, and then a pause. Every one is very quiet now. There is a subdued hum which swells into a roar as the timekeepers, in white motor-coats, hurry on to the ground. Silence! Let the megaphone speak. The runners are in sight. South Africa and Italy leading, a mile from home. And then Gleeson and counter-cheers, and "hang goes a rocket close at hand," followed by a rush of officials from the Stadium, to the course outside.

## THE FINISH.

And at last he comes. A tired man, dazed, bewildered, hardly conscious, in red shorts and white vest, his hair white with dust, staggers on to the track. It is Dorando, the Italian. He looks about him, hardly knowing where he is. Just the knowledge that somehow, by some desperate resolve of determination, he must get round that 200 yards to the tape of the finish keeps him on his feet. Fifty yards, and it cannot do that. He falls on the track, staggers, staggers on a few yards and falls again, and again; and then he reaches the last turn.

The goal is in sight, though his closed eyes cannot see it. He is surrounded by officials almost, if not quite, supporting him, urging and cheering him on. If they were not there he would fall. He cannot run straight. And yet five yards from the end he suddenly bursts into a pathos, almost a horrible, parody of a spurt; drops again ten yards from the tape, rises, staggers forward over those last terrible few yards, and has reached the goal.

But not with much to spare. Hayes, of the United States, follows him into the Stadium, a long way behind him in time, but comparatively a fresh and strong man, who can actually run, and is fast catching him up. Not quite, however, though he has run a magnificent race. So have several of the Americans. They come in, one after the other, Americans, Indians, Canadians, none of them, happily, in the same dreadful state as Dorando, the Italian, but with a bowed head on their faces, drawn in pale with exhaustion, as though wondering what they have done. And all the time the cheering goes on, every few minutes swelling round the course into a louder roar, as one by one they come. For if only one man can win, it is something even to finish in this Marathon race. Dorando was very ill after leaving the track, but it was afterwards announced that he was out of danger.

## SUCCESSFUL FIGHTER BY HAYES.

The Americans protested against Dorando's win on the ground that he received assistance, and the protest was finally sustained by the council. So that, after all, the unfortunate man had his agonized struggles for no purpose.

Altogether the finish of the race was far from satisfactory. The rule about attendants was not being allowed on the course was flagrantly broken.

The position of those in authority was undoubtedly difficult. It seemed inhuman to leave Dorando to struggle on unaided, and inhuman to urge him to continue. It did not seem right that thousands of people should witness a man suffering as he did. It seemed hard that he should lose the victory after having reached the Stadium so long before any one else. And yet, after all, the race was not to the Stadium entrance, but to the finish in front of the Royal box, and it is extremely doubtful whether, by his own unaided exertions, Dorando could have got so far. And the Americans, who enjoyed the signal honour of providing three out of the first five men home, are justly entitled to the special glory of claiming the actual winner.

## THE COMPETITORS.

The positions, names, and times of the runners were:-

	N.	S.
1. P. Dorando, Italy	25	46 2-5
2. J. F. Hayes, U.S.A.	25	18
3. G. Hefferon, South Africa	26	6
4. S. J. Caffery, U.S.A.	25	10 2-5
5. K. W. Wilson, U.S.A.	25	44 2-5
6. W. Wool, Canada	3	14
7. F. Simpson, Canada	3	28 1-5
8. H. Lawson, Canada	3	47 1-5
9. J. F. Svart, Sweden	3	50 4-5
10. T. Tuwanna, U.S.A.	3	9 15
11. N. Nieminen, Finland	3	9 50 4-5
12. J. Caffery, Canada	3	12 46
13. W. T. Clarke, United Kingdom	3	16 8 2-5
14. E. Barnes, United Kingdom	3	17 30 4-5
15. S. H. Hatch, U.S.A.	3	17 56 2-5
16. F. Lord, United Kingdom	3	18 8 4-5
17. W. Goldsborough, Canada	3	20 7
18. J. G. Beale, United Kingdom	3	20 17
19. A. N. Niedjely, Bohemia	3	26 26 1-5
20. W. W. Walker, Holland	3	29 49
21. G. Tonys, Sweden	3	30 20 4-5
22. G. Goulding, Canada	3	32 20 2-5
23. J. F. Jorgensen, Denmark	3	47 44
24. A. Bura, Canada	3	50 14
25. E. Rath, Austria	3	50 30 2-5
26. R. C. Hansen, Denmark	3	54 26 2-5
27. G. Lister, Canada	4	22 45

+ Disqualified.

Also ran—J. M. Lynch, Australia; W. V. Atten, Australia; G. B. Blake, Australia; J. M. Baker, South Africa; G. Blaikemore, Greece; A. Constantine, Greece; W. T. Brahm, Holland; A. C. H. Yosberg, Holland; G. J. M. Buff, Italy; F. C. G. Bell, Britain; U. Biasi, Italy; F. Ferri, Italy; T. P. Morrissey, U.S.A.; M. J. Ryan, U.S.A.; F. R. Reiter, Germany; F. J. Nettlebeck, Germany; S. L. Langdough, Sweden; J. Landquist, Sweden; A. Dur, United Kingdom; J. Price, United Kingdom; H. J. Barber, United Kingdom; F. H. Blundell, H. H. Blundell, United Kingdom; A. Watt, United Kingdom; F. J. Sheby, United Kingdom; T. Jack, United Kingdom; E. C. Cott, Canada; F. Novey, Canada; T. Nisbett, Canada; Tom Longboat, Canada; and J. Tait, Canada.

It will be noticed that four Americans, and three Canadians finished in the first ten. The United Kingdom's first representative was 12th.

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Charnante, Lait Charnant and Special Skin Tonic and Pourré Charnant will enable you to do it. Her Specialities, for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents for England in the 3,500 metres walk,

## ATHLETICS IN THE STADIUM.

BY B. B. WISE IN THE "DAILY TELEGRAPH."

doing the distance in 14 min. 56 sec. He also won the ten miles walk in 1 hour, 17 min. 33 sec., which is another new record. The steeplechase of 3,200 metres, which is about twenty yards less than two miles, was another good win for England. Russell just holding the American, Elsie, at the finish. Many athletes will agree with Mr. Fowler Dixon in exclaiming that the Selection Committee did not choose the A.A.A. champion E. Nokes one of the English representatives in this event.

The general result is that Great Britain won six of the distance competitions in the Stadium, viz., the two walking races, the three miles team race, the 3,200 metres steeplechase, the five miles, and the 400 metres. Against this total the Americans count an equal number, viz., the 1,500 metres, the 800 metres, the 400 metres hurdles, the 110 metres hurdles, the Marathon race, the 1,600 metres relay, total six. But in the other athletic competitions the Americans proved an easy first. They won the five jumps, viz., the high, the long, the standing high, the standing long, and the pole jump. They also won the hammer throwing, putting the shot, and the discus throwing. Thus in the athletic events, while Great Britain and the Overseas Dominions together score eight points, in the Stadium athletics, the Americans score 14. Their victory is well deserved, for it has been due to careful training, strict discipline, and admirable management. No English sportsman can grudge a success which is so honorably earned. The best we can do is to imitate their careful method of training and organisation.

## THE OLYMPIC GAMES.

## QUEEN AND THE VICTORS.

Remarkable scenes of enthusiasm marked the closing of the Olympic Games in the great Stadium. Thousands of people assembled to witness the victors receive their awards at the hands of the Queen, and as they filed past the Royal box they were greeted with sustained applause. The winners of the cycle events were unable to be present, as they had gone to compete in the world's championships at Leipzig.

Dorando, the plucky young Italian who won and lost the Marathon race, had great ovation—in which the Americans took a leading part—as he went forward to receive the gold cup, which the Queen personally presented to him in recognition of his gallant effort.

While Hayes was making his triumphant tour round the track, an amazing scene was being enacted in the Stadium corridor. Dorando was literally mobbed by wildly enthusiastic admirers. He was hugged and kissed, and almost crushed by the great throng, who deserved to show their appreciation of his effort and he had to fight almost for his life in his effort to get to his dressing-room.

A pleasing feature was the generous message sent by Hayes that he would like to shake Dorando by the hand.

A great ovation, in which President Roosevelt will be invited to take part, awaits the American team in New York.

## POSITION OF COUNTRIES.

The following table shows the position of the various countries in the Olympic Games:

Position on	Country	Wins at	Total
Total Wins	Stadium	Wins	
1. United Kingdom	23	39	
2. United States	15	22	
3. Sweden	5	7	
4. France	4	4	
5. Hungary	3	3	
6. Germany	2	2	
7. Italy	2	2	
8. Canada	1	2	
9. Norway	0	2	
10. South Africa	1	1	
11. Finland	1	1	
12. Belgium	0	1	

MARTIN'S  
APIOL & STEEL  
PILLS  
For Ladies.

A French Remedy for all Irritations. Dissolves at the sight of any Irrigation of the System & easily does not irritate. Those who use them recommend them. Price 1s. 6d. per Box.

MARTIN, Chemist, SOUTHAMPTON, ENGLAND.

BETTER THAN COPAIBA!  
MATICO  
GRIMAULT & CO. CHEMISTS, PARIS

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most innocuous remedy in the treatment of Acute and Chronic Diseases, Rheumatism, Neuralgia, &c. It does not cause eruptions on the skin or produce nausea.

MATICO INJECTION is used in recent  
MATICO CAPSULES in the treatment of chronic diseases.

Stands Supreme for PURITY, RICHNESS and FLAVOUR. WARRANTED  
TO KEEP LONGER THAN MILK OF ANY OTHER MANUFACTURE.

CONNELL BROS. COMPANY, Sole Importers.

Hongkong, 21st August, 1908.

1083

CONNELL BROS. COMPANY, Sole Importers.

Hongkong, 21st August, 1908.

CONNELL BROS. COMPANY, Sole Importers.

Hongkong, 21st August, 1908.

CONNELL BROS. COMPANY, Sole Importers.

Hongkong, 21st August, 1908.

CONNELL BROS. COMPANY, Sole Importers.

Hongkong, 21st August, 1908.

CONNELL BROS. COMPANY, Sole Importers.

Hongkong, 21st August, 1908.

CONNELL BROS. COMPANY, Sole Importers.

Hongkong, 21st August, 1908.

CONNELL BROS. COMPANY, Sole Importers.

Hongkong, 21st August, 1908.

CONNELL BROS. COMPANY, Sole Importers.

Hongkong, 21st August, 1908.

CONNELL BROS. COMPANY, Sole Importers.

Hongkong, 21st August, 1908.

CONNELL BROS. COMPANY, Sole Importers.

Hongkong, 21st August, 1908.

CONNELL BROS. COMPANY, Sole Importers.

Hongkong, 21st August, 1908.

CONNELL BROS. COMPANY, Sole Importers.

Hongkong, 21st August, 1908.

CONNELL BROS. COMPANY, Sole Importers.

Hongkong, 21st August, 1908.

CONNELL BROS. COMPANY, Sole Importers.

Hongkong, 21st August, 1908.

CONNELL BROS. COMPANY, Sole Importers.

Hongkong, 21st August, 1908.

CONNELL BROS. COMPANY, Sole Importers.

Hongkong, 21st August, 1908.

CONNELL BROS. COMPANY, Sole Importers.

Hongkong, 21st August, 1908.

CONNELL BROS. COMPANY, Sole Importers.

Hongkong, 21st August, 1908.

CONNELL BROS. COMPANY, Sole Importers.

## SHIPPING.

## ARRIVALS.

AMIGO, German str., 700, Fransoar, 26th Aug.  
—Pakhoi and Hoihow 25th Aug., General  
—Johnson & Co.  
CHINAYU Chinese str., 1,171, C. Stewart, 26th  
August—Shanghai 21st August, General  
Chinese.  
DALIN MAE, Japanese str., 1,000, I. Sakurai,  
26th August—Tianjin, Amoy & Swatow  
25th Aug., General—Oaka Shosen Kaisha.  
GLORIANCE, British str., 2,330, Larkins, 25th  
Aug.—Singapore 21st August, General  
Chinese.  
HARLAN, British str., 1,183, J. S. Rosch, 26th  
August—Fuchow 19th, Amoy 24th, Tsin and  
Swatow 25th, Teo and General  
Douglas, Lapraik & Co.  
KEMPS, British str., 9,000, Evans, 26th Aug.  
—Tucson, U.S.A. 2nd August, General  
Batterfield & Swire.  
KUICHOW, British str., 20th Aug.—Canton.  
PHEUMENGE, British str., 1,063, Scott, 26th  
August—Seigon 21st August, General  
Chinese.  
PRINCE ERNST FRIEDRICH, German str., 5,001,  
E. Malcho, 26th August—Hamburg 16th  
July, and Singapore 22nd August, Mails  
and General—Malcho & Co.  
SYRIA, British str., 7,000, D. C. Giger, R.N.E.,  
26th August—Yokohama August 17th, and  
Fuchow 24th, General P. & O. S. N. Co.  
YINGCHOW, British str., 26th Aug.—Canton.

CLEARANCES  
AT THE HARBOUR MASTER'S OFFICE  
26th August.  
Brasilia, British str., for Shanghai.  
Chingay, Chinese str., for Canton.  
Gibber, French str., for K. C. Wau.  
Lupin, British str., for Haiphong.  
Nore, British str., for Shanghai.  
P. E. Friedrich, German str., for Shanghai.

DEPARTURES  
26th August.  
AEROPHORE, British str., for Oceania Island.  
C. D. DEMBEICHEN, German str., for Haiphong.  
CROISING, German str., for Swatow.  
DEVADARSH, German str., for Hefhoo.  
HUNGANG, British str., for Saigon.  
HONGKONG, British str., for Swatow.  
KUICHAL, British str., for Swatow.  
KUMERIC, British str., for Keeling & Tacom.  
MATHILDA KOENIG, Ger. str., for Sourabaya.  
NORD, British str., for Singapore.  
PAKING, British str., for Singapore.  
P. R. LUITPOLD, German str., for Europe, &c.  
SILHES, Austrian str., for Singapore.  
SYRIA, German str., for Singapore.  
TAKASAKI MARU, Japanese str., for Moji.  
TRINAK, British str., for Kobe.

SHIPPING REPORTS.  
The British str. *Phenomen* reports: Light  
variable winds and fine throughout.  
The British str. *Hazier* reports: Light to  
moderate wind, calm sea and fine weather  
throughout.

VESSELS IN DOCK.  
August 26th.  
AMERICAN DOCKS—Helsing, *Swatow*, *Laisang*,  
H.M.S. *Whiting*, *Jutropeis*, H.M.S. *Robin*,  
U.S.S. *Abbot*, *Japan*, *Auwing*,  
COSMOPOLITAN DOCKS—*Pocatorta*, *Jyo  
Maru*.

VESSELS ON THE BERTH

POSTPONEMENT  
DOUGLAS STEAMSHIP COMPANY,  
LIMITED

FOR SWATOW, AMOY AND FOOCHOW

THE Company's Steamship

"HAITAN"  
Captain Roach, will be despatched for the above  
Ports to MORROW the 27th inst., at 2 P.M.  
Reduction of 20 per cent. on First  
Class Fares to Foochow, will be made during  
the Months of August and September.

FOR Freight or Passengers apply to  
DOUGLAS LAPRAIK & CO.,  
General Managers  
Hongkong, 25th August, 1908.

FOR SHANGHAI, YOKOHAMA AND  
KOBÉ

THE Steamship

"JAPAN"  
Captain J. G. Olifent, will be despatched  
for the above Ports on SATURDAY, the  
28th inst., at NOON.

This steamer has superior accommodation  
for passengers, and is fitted throughout with  
Electric Light, and carries a duly certified  
Doctor.

For Freight or Passengers apply to  
DAVID. SASCOE & CO., LTD.,  
Agents  
Hongkong, 26th August, 1908.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY

STEAM FOR STRAITS, CEYLON,  
AUSTRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL  
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI"  
Captain J. D. Andrews, R.N.E., carrying  
His Majesty's Mail, will be despatched from  
this for Bombay &c. on SATURDAY  
the 5th September at NOON, taking  
passenger and cargo for the above Port  
in connection with the Company's  
"Mongolian," 10,000 tons, from Colombo  
passenger accommodation in which vessel is  
secured before departure from Hongkong.  
Sails and Vessels, all cargo for France &c.  
Ties for London (under arrangement will be  
transhipped at Colombo into the mail steamer  
proceeding to Marseilles and London, other  
cargo for London, &c. will be conveyed  
from Bombay by the R.M.S. "Egypt" due  
in London on the 17th October, 1908.

Parcels will be received at this Office until  
4 P.M. the day before sailing. The content  
and value of all packages are required.  
For further particulars, apply to

F. J. ABBOTT,  
Acting Superintendent.  
Hongkong, 24th August, 1908.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k"  
nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL	DELHI	Brit. str.	—	J. D. Andrews, R.N.E.	P. & O. S. N. Co.	On 5th Sept., at Noon.
LONDON, HAMBURG & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Cundy, R.N.E.	SHEWAN, TOME & CO.	On 29th inst.
LONDON, HAVRE & ANTWERP	GLEROY	Brit. str.	—	T. Darko	MCGREGOR BROS. & GOW	On 30th inst.
DUNKIRK, ANTWERP & HAMBURG &c.	SEPIZA	Ger. str.	k. w.	Kottke	HAMBURG-AMERIKA LINIE	About Middle of Sept.
HARVE & HAMBURG VIA STRAITS, &c.	AMERIA	Ger. str.	—	Donat	HAMBURG-AMERIKA LINIE	On 20th September.
HARVE & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	k. w.	Schwinghamer	HAMBURG-AMERIKA LINIE	On 4th October.
MARSEILLES, &c. VIA PORTS OF CALL	SILESEA	Ger. str.	k. w.	v. Hoff	MESSAGERIES MARITIMES	On 18th October.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YABA	Fr. str.	—	Soller	NIPPON YUSEN KAISHA	On 1st Sept., at 1 P.M.
MARSEILLES, HAVRE & COENPHAGEN	AWA MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 2nd Sept., at D'light
NEW YORK VIA PORTS & SUEZ CANAL	CATHAY	Dan. str.	—	A. Keith	MELCHERS & CO.	Middle of September.
NEW YORK VIA PORTS & SUEZ CANAL	INDESHAMO	Am. str.	k. w.	Peter	HAMBURG-AMERIKA LINIE	On 11th Sept.
EMPEROR OF JAPAN	LENNOX	Brit. str.	1 m.	...	SHEWAN, TOME & CO.	On 19th Sept.
LENNOX	LENNOX	Brit. str.	2 m.	...	CANADIAN PACIFIC R. CO.	On 5th Sept., at 4 P.M.
YOKOHAMA	YOKO MARU	Jap. str.	—	S. Iahikara	CANADIAN PACIFIC R. CO.	On 11th Sept., at Noon.
YOKOHAMA	IMPERIE	Brit. str.	—	Boyd	NIPPON YUSEN KAISHA	On 1st Sept., at 4 P.M.
YOKOHAMA	KASA MARU	Jap. str.	1 m.	G. Lapraik	DODWELL & CO. LTD.	On 20th Sept.
YOKOHAMA	KANOSHIA	Brit. str.	1 m.	G. W. Ely	NIPPON YUSEN KAISHA	On 14th Sept., at 4 P.M.
YOKOHAMA	YAWATA MARU	Jap. str.	—	T. Seike	BUTTERFIELD & SWINE	On 2nd Sept., at 4 P.M.
YOKOHAMA	MANIA	Ger. str.	—	J. Minssen	NIPPON YUSEN KAISHA	On 4th Sept., at Noon.
YOKOHAMA	NIKKO MARU	Jap. str.	—	T. Harrison	MELCHERS & CO.	On 10th Sept., at 5 P.M.
YOKOHAMA	LTUZUMIA	Rus. str.	—	...	DODWELL & CO. LTD.	On 2nd Oct., at Noon.
YOKOHAMA	TRADIS QUBRAH	Brit. str.	—	...	BRITOMART, gunboat, 710 tons, 900 h.p., Lieut.	On 3rd Sept.
YOKOHAMA	KAMAKURA MARU	Jap. str.	—	B. Fraser	Comdr. H. O. D. Bridgeman, Wei-hai-wei	On 15th Sept.
YOKOHAMA	NIKKO MARU	Jap. str.	—	T. Harrison	Brabme, gunboat, 710 tons, 900 h.p., Lieut.	On 4th Sept., P.M.
YOKOHAMA	QUEBEC	Dut. str.	—	Fander	Comdr. H. C. D. D. R. Alcock, Yangtze	On 2nd Sept., at Noon.
YOKOHAMA	QUESANT	Freder.	—	...	Comdr. E. B. Noble, Yangtze	Quick despatch.
CHONGMING	CHONGMING	Brit. str.	1 m.	V. McClymont-Liddell	JARDINE, MATHERSON & CO. LTD.	On 3rd Sept., at 4 P.M.
NANCHANG	NANCHANG	Brit. str.	—	Keim	BUTTERFIELD & SWINE	On 20th Sept., at 4 P.M.
TSINGTAO, CHEFOU & NEWCHOW	ERNEST SIMONS	Fr. str.	—	Girard	MESSAGERIES MARITIMES	On 31st inst., at P.M.
SHANGHAI, YOKOHAMA & KOBE	BRASILLA	Ger. str.	—	Hase	HAMBURG-AMERIKA LINIE	To-day.
CHOSHUN MARU	TSUPANAS	Jap. str.	—	T. Suringa	OSAKA SHOSEN KAISHA	To-morrow, at 10 A.M.
CHOSHUN MARU	YAMAN	Dut. str.	—	J. G. Olifent	DAVID SASSOON & CO. LTD.	On 29th inst., at Noon.
YOKOHAMA, YOKOHAMA & KOBE	NORE	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	About 28th inst.
YOKOHAMA	DEVANHA	Brit. str.	—	T. H. Hide, R.N.	NIPPON YUSEN KAISHA	On 3rd Sept.
YOKOHAMA	TON MI MARU	Jap. str.	—	M. Winckley	BUTTERFIELD & SWINE	On 10th September.
YOKOHAMA	SILSIL	Brit. str.	—	Blaefeld	JARDINE, MATHERSON & CO. LTD.	On 6th Sept., at Noon.
YOKOHAMA	NAMSANG	Brit. str.	1 m.	M. B. Lake	JARDINE, MATHERSON & CO. LTD.	On 31st inst., at Noon.
YOKOHAMA	WINGSHAN	Brit. str.	—	H. G. Walker	JAVA-CHINA-JAPAN LINIE	Quick despatch.
YOKOHAMA	YUZEMI	Brit. str.	—	de Brouwers	OSAKA SHOSEN KAISHA	On 2nd Sept.
YOKOHAMA	SHOSHU MARU	Jap. str.	1 m.	Iijishi	OSAKA SHOSEN KAISHA	On 29th inst., at 2 P.M.
YOKOHAMA	DAIJIN MARU	Jap. str.	1 m.	I. Sakuri	BUTTERFIELD & SWINE	To-morrow, at 4 P.M.
YOKOHAMA	YINGCHOW	Brit. str.	—	Fraser	DOUGLAS LAPRAIK & CO.	To-morrow, at 2 P.M.
YOKOHAMA	HAITAN	Brit. str.	1 m.	Rouch	BUTTERFIELD & SWINE	To-morrow, at 4 P.M.
YOKOHAMA	HUFER	Brit. str.	—	G. Hooker	BUTTERFIELD & SWINE	To-morrow, at 4 P.M.
YOKOHAMA	KUSHI	Brit. str.	—	Spink	SHEWAN, TOME & CO.	To-day, at 9 A.M.
YOKOHAMA	TAMING	Brit. str.	1 m.	L. Almond	BUTTERFIELD & SWINE	On 29th inst., at Noon.
YOKOHAMA	YUENSANG	Brit. str.	1 m.	A. W. Outerbridge	DOUGLAS LAPRAIK & CO.	On 2nd Sept., at 4 P.M.
YOKOHAMA	ZAPERO	Brit. str.	—	T. Mayrick	DOUGLAS LAPRAIK & CO.	On 4th Sept., at 4 P.M.
YOKOHAMA	KATFONG	Brit. str.	—	Rodger	DOUGLAS LAPRAIK & CO.	On 5th Sept., at Noon.
YOKOHAMA	BOEREO	Brit. str.	—	Mathias	MELCHERS & CO.	On 29th inst., at 4 P.M.
YOKOHAMA	ARCONIA	Rus. str.	—	F. Sembill	MELCHERS & CO.	Beginning of September.
YOKOHAMA	LAISANG	Brit. str.	—	E. J. Tadd	JARDINE, MATHERSON & CO. LTD.	To-morrow.
YOKOHAMA	FOOKSANG	Brit. str.	—	J. Handa	JARDINE, MATHERSON & CO. LTD.	On 1st Sept., at 3 P.M.
YOKOHAMA	MOYOSI MARU	Jap. str.	—	P. J. van Emmerick	NIPPON YUSEN KAISHA	On 12th Sept., at 3 P.M.
YOKOHAMA	TUJATIA	Dut. str.	—	...	JAVA-CHINA-JAPAN LINIE	On 4th Sept., 6 guns.
YOKOHAMA	...	—	—	...	...	Quick despatch.

CANADIAN PACIFIC RAILWAY  
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

## LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 72 DAYS ACROSS THE PACIFIC is the "EMPEROR LINE," SAVING 5 TO 10 DAYS' OCEAN TRAVEL.  
12 DAYS YOKOHAMA TO VANCOUVER.  
21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).  
TEN. LEAVE HONGKONG ARRIVE VANCOUVER  
"EMPEROR OF JAPAN" 6,000 "LENNOX" 3,700 "EMPEROR OF CHINA" 6,000 "MONTEAGLE" 6,183 "EMPEROR OF INDIA" 6,000 "EMPEROR OF JAPAN" 6,000

**PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NOBE, and YOKOHAMA	Capt. G. Phillips	About 28th Aug.	Freight and Passage.
DEVANHA	Capt. T. H. Hide, R.N.E.	About 3rd Sept.	Freight and Passage.
SHANGHAI			
LONDON via USUAL PORTS DELHI OF CALL	Capt. J. D. Andrew, R.N.E.	Noon, 5th Sept.	See Special Advertisement.

For further Particulars, apply to

F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 26th August, 1908.

**CHINA NAVIGATION CO.,  
LIMITED.**

**SAILINGS SUBJECT TO ALTERATION.**

FOR	STEAMERS	TO SAIL
PAKHOU and HAIPHONG	"HUEPH"	On 27th Aug., 9 A.M.
SWATOW, WEIHAIWEI, CHEFOU and TIENTSIN	"KUEICHOW"	On 28th Aug., 4 P.M.
AMOY, NINGPO and SHANGHAI	"YINGCHOW"	On 28th Aug., 4 P.M.
CEBU and ILOILO	"KAIWONG"	On 29th Aug., 4 P.M.
MANILA	"TAMING"	On 2d Sept., 4 P.M.
MANILA, ZAMBOANGA, THURE- DAY ISLAND, OOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH		
TSINGTAU, CHEFOU and NEWCHOWANG	"NANCHANG"	On 2d Sept., 4 P.M.
MANILA STEAMERS & TIENTSIN STEAMERS		
have superior Passenger accom- modation with Electric Light throughout and Electric Fans in the Staterooms and Saloon.		
AUSTRALIAN STEAMERS		
have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.		
SHANGHAI STEAMERS		
have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.		
CHINA SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
TELEPHONE 36.		
For Freight or Passage, apply to—	BUTTERFIELD & SWIRE, AGENTS.	11

**INDO-CHINA S. NAV. CO., LTD.**

**PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.**

FOR	STEAMERS	TO SAIL
TIENTSIN via SWATOW	"CHEONGSHING"	Saturday, 26th Aug., 4 P.M.
WEIHAIWEI & CHEFOU		
SHANGHAI	"WINGSANG"	Mondy, 31st Aug., Noon.
MANILA	"YUENSANG"	Friday, 4th Sept., 4 P.M.
SH'AI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Tuesday, 8th Sept., Noon.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 1st Sept., 3 P.M.
SATURDAY, 12th Sept., 3 P.M.		

**RETURN TOURS TO JAPAN.**

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"CHOSHUN MARU"	FIRDAY, 26th Aug.
AMOY & FOOCHOW	Capt. T. SUGO	at 10 A.M.
TAMSUI via SWATOW	"DALIN MARU"	SUNDAY, 30th Aug.
AMOY	Capt. I. SAKURAI	at 2 P.M.
ANPING via SWATOW	"SHOSHU MARU"	WEDDAY, 2d Sept.
AMOY	Capt. IUCHI	at 10 A.M.
A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Foochow, until Further Notice.		
These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships.		
Unival Table.		
For Freight, Passage and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.		

Hongkong, 27th August, 1908.

T. ARIMA, Manager. 13

**HAMBURG-AMERIKA LINIE  
HAMBURG.**

**EAST ASIATIC FREIGHT SERVICE.**

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Bays to all European North Continental and British  
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,  
Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to  
Arabian and Persian Gulf Ports.

**NEXT SAILINGS FROM HONGKONG:**

**OUTWARD.**

**HOMEWARD.**

FOR SHANGHAI, YOKOHAMA & KOBE S.S. BRASILIA	27th August	FOR MARESILLES, ANTWERP & HAMBURG
FOR SHANGHAI, YOKOHAMA & KOBE S.S. SILESIA	1st September	S.S. SLAVONIA
FOR SHANGHAI, YOKOHAMA & KOBE S.S. SAMBIA	16th September	FOR HAVRE & HAMBURG
FOR SHANGHAI, YOKOHAMA & KOBE S.S. SUEVIA	25th September	S.S. AMBRIA
FOR SHANGHAI, YOKOHAMA & KOBE S.S. SENEAMBIA	10th October	FOR HAVRE & HAMBURG
FOR SHANGHAI, YOKOHAMA & KOBE S.S. BELGRAVIA	17th October	S.S. SILESIA

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office. 12

**EAST ASIATIC CO., LTD.**

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

**RUSSIAN EAST ASIATIC CO., LTD.**

ST. PETERSBURG &amp; VLADIVOSTOK.

**SWEDISH EAST ASIATIC CO., LTD.**

GOTHENBURG.

**PROJECTED SAILINGS FROM HONGKONG.**

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SINGAPORE, CALCUTTA, & COLOMBO	"ARCONIA"	On 28th August.
VLADIVOSTOK	"LITUANIA"	On 3d September.
MARESILLES, "HAVRE"	"CATHAY"	Middle of Sept.
YOKOHAMA and KOBE	"TRANSQUEBAR"	On 15th September.

For Further Particulars, apply to

MSLCHERS &amp; CO., AGENTS.

Hongkong, 24th August, 1908.

**THOS. COOK & SON,**

TOURIST, STEAMSHIP &amp; FORWARDING AGENTS,

BANKERS, &amp;c.

HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-  
SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:

16, DES VŒUX ROAD,

920 HONGKONG.

Japan Office:

14, WATER STREET,

YOKOHAMA.

**SHIPPING IN PORT.**

STEAMERS

ARNELL, British str., 2,433, Winsom, 24th

August—Whamp 23rd August, Ballast

Bradley &amp; Co.

BRABANT, German str., 4,234, Schwinghamer,

24th August—Singapore 18th August,

General—Hamburg-Amerika Line.

CHATHAM, British str., 2,316, A. J. Duff, 5th

August—Callao 21st June—Chinkee

CHOSHUN MARU, Japanese str., 1,204, Suruga,

24th August—Shanghai 16th August and

Swatow 23rd, General—Osaka Shosen

Kaha.

CLAVENBURG, British str., 2,518, W. H. Sedon,

17th August—from Cardiff, Coal-

Dowell &amp; Co.

FOOSHING, British str., 1,235, E. Woolley, 17th

August—Wuhu and Chinkiang 11th Aug.

Rice—Jardine, Matheson &amp; Co.

FORREST DALE, British str., 2,833, Neall, 24th

August—Samung 10th August, Sugar

—Bettfield &amp; Swire.

GILBERT, French str., 2,050, Dronne, 24th

August—K. C. Wan and Macao 24th Aug.

General—Petroleum Asiatic Co.

HAICHING, British str., 1,206, W. C. Passmore,

12th Aug.—Foothong 9th, Amoy 10th

August, Swatow 11th, General—Doughs, Lapraik

&amp; Co.

HANOF, French str., 742, Pannier, 25th Aug.

—Hainan and Hoihow 24th Aug., General

—A. R. Marti.

HUPES, British str., 1,203, G. J. Spink, 24th

August—Haiping 20th, Pakho 23rd, Pao-

Hoo and Hollow 23rd, Rice and General

Butterfield &amp; Swire.

IYO MARU, Japanese str., 3,918, S. Iihikawa,

23rd Aug.—Japan &amp; Shanghai 20th Aug.

General—Nippon Yensen Kaisha.

JAPAN, British str., 3,805, J. G. Olifant, 23rd

August—Calcutta via Straits Aug 8th and

## POST OFFICE NOTICE

## MAILS VIA "SIBERIA"

The a/c. *Kobe Maru*, will be despatched to Palmyra from Shanghai every Friday, with rails connection to meet the mail train from Vladivostok.

The *Empress of Japan*, with the Canadian mail left Shanghai on Monday, the 24th inst., at 6 p.m., and may be expected here to-morrow, at 8 a.m.

The *America Maru*, with the American mail may be expected here to-morrow, at 6 p.m. The *Ernest Simons*, with the French mail of the 31st July, left Singapore on Monday, the 24th inst., at 4 p.m., and may be expected here on or about Monday, the 31st August. This packet brings reply to letters despatched from Hongkong on the 27th June.

## FOR

## PER

## DATE

Tsingtao, Nagasaki and Vladivostok	Kowloon	Thursday, 27th, 11.00 A.M.
Quang Chow Wan, Hainan, Pakhoi and Haiphong	Hainan	Thursday, 27th, 11.00 A.M.
Surat, Chatham, Sui Tat, Glenelg, Amoy, Swatow and Straits	Surat	Thursday, 27th, 1.15 P.M.
Chelmsford, Maru, Friday, 28th, 9.00 A.M.	Chelmsford	Friday, 28th, 11.45 A.M.
Swatow, Amoy, Foochow and Shanghai	Swatow	Friday, 28th, 11.45 A.M.
Foochow, Amoy and Moji	Amoy	Friday, 28th, 1.15 P.M.
Shanghai and Moji	Shanghai	Friday, 28th, 3.45 P.M.
Swatow, Amoy and Foochow	Swatow	Friday, 28th, 3.00 P.M.
Macau, Amoy, Ningpo and Shanghai	Macau	Friday, 28th, 5.00 P.M.
Swatow, Weihaiwei, Chefoo and Tientsin	Swatow	Saturday, 29th, 11.00 A.M.
Shanghai	Shanghai	Saturday, 29th, 1.15 P.M.
Beibi	Beibi	Saturday, 29th, 11.00 A.M.
Japan	Japan	Saturday, 29th, 11.00 A.M.
Macau and Lollo	Macau	Saturday, 29th, 11.00 A.M.
Swatow, Weihaiwei, Chefoo and Tientsin	Swatow	Saturday, 29th, 3.00 P.M.
Shanghai	Shanghai	Monday, 31st, 11.00 A.M.

EUROPE, 5<sup>th</sup>, India via Tathoori, 1<sup>st</sup>, 11.00 to 1.30 A.M. Extra Postage 10 cents. Postage in at the Pular Box 12, 1000 for the arrival of mail included in this bullet of mail.

Singapore, Penang and Calcutta, Keeling, Sia Lekai, Moji, Keb., Yokohama, Shimizu, Keikoku, Victoria and Seetle, Singapore, Penang and Colombo, Nagasaki, Kobe and Yokohama, Manila, Zambonga, Port Darwin, Thursday Island, Cooldoor, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide, Perth, Hobart, Launceston, New Zealand and Tasmania, Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide, Perth, Hobart, Launceston, New Zealand and Tasmania, Kobe and Yokohama, Manila.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.), Supplementary mail on board up to the time and 10X departure of the mail, Extra Postage 10 cents.

Shanghai, Yokohama, Kobe and Moji, Manila, Yap, Finschhafen, Wilhelmsburg, Samarai, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle.

SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents).

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Singapore, Penang and Calcutta, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, Extra Postage 1